

MODELS: Sikorsky (Army) YR-6A, R-5A, (Navy) HOS-1 Helicopter (Approved 1/5/48)

SPECIFICATION NUMBER: L-29-1

(Eligible for Certification in Limited Category only.)

(Holder of Limited Type Certificate: Stolp-Adams Company, Compton, CA)

Engine	Aircooled O-405-9
Fuel	87 minimum octane aviation gasoline
Engine limits	All operations - 3275 rpm (235 hp)
Airspeed limits	(See NOTE 2) Glide or dive 100 mph
Maximum weight	2700 lbs.
C.G. range	(a) For aircraft with rotor head (in neutral position) inclined 2 degrees to floor line. 96.4 inches to 102.6 inches of datum. (b) For aircraft with rotor head (in neutral position) inclined 3 degrees to floor line. 97.5 inches to 104.7 inches aft of datum.
Datum	The horizontal reference axis is 100 inches forward of the point of intersection of the center line of the main rotor drive shaft with the main rotor hub in its neutral plane.
Other operating Limitations	Army Technical Order No. AN-01-230HC-1
Certification basis	Limited Type Certificate No. 29 (CAR 9 effective 11/21/46)
Production basis	None may be produced under this approval
Export eligibility	Not eligible for a Certificate of Airworthiness for Export

Equipment:

No equipment other than engine is specified. However, such equipment as required by Civil Air Regulations Part 43.30 for the particular operation authorized for NC aircraft must be installed. Also, any additional equipment necessary for the proper operation of the aircraft.

In addition, the aircraft may incorporate such military equipment (except armament) as was originally incorporated in the type for military or naval service. Additional equipment may be installed as can be substantiated on the basis that it presents no obvious hazard to safety.

NOTE 1. Weight and Balance Report including list of equipment included in the certificated empty weight must be submitted for each aircraft. Army or Navy weight records in current condition may be submitted in lieu of an actual weight. The equipment list need include no more than the following:

- (a) Required equipment as defined under "Equipment" above.
- (b) Additional items as may be reasonably considered removable and are

so located or of such weight that their removal or addition could noticeably affect the weight and balance of the aircraft. Items built into the aircraft structure need not be listed. The equipment list must be prepared by the applicant for the approval of the certificating C.A.A. representative, and in such form that it can be attached to the C.A.A. Operation Limitations.

NOTE 2. The following placards must be prominently displayed in the positions indicated:

- (a) In full view of all passengers: "This is a military type aircraft and under the Civil Air Regulations shall not be used for the carriage of passengers or cargo for compensation or hire." The placard and lettering shall be of a type which can be read easily from any seat in the cabin.
- (b) In the cockpit in full view of the pilot:
 - "All acrobatic maneuvers prohibited."
 - "Night and instrument flight prohibited."
 - "Do not apply rudder abruptly during flight."
 - "Do not engage in maneuvers which require large and/or rapid lateral motions or reversals of the cyclical pitch control."

NOTE 3. The following statement must appear on the Operations Limitations:
"This airplane must be operated at all times within the limitations set forth in Army Technical Order No. AN-01-230BC-1, 12/20/45, except for limitations specifically called out in Aircraft Specification AL-29 in which the values given in the specification must be observed. A copy of the pertinent Army Technical Orders and Aircraft Specification AL-29 must be carried during flight." In all cases it will be the responsibility of the applicant to secure a copy of the correct Technical Orders. The CAA does not have these documents available for distribution.

NOTE 4. If any repairs or modifications are made prior to or subsequent to NL certification, it is the responsibility of the owner to furnish sufficient evidence to a Civil Aeronautics Administration representative to show that the modified airplane maintains the same degree of airworthiness as the original. The C.A.A. can give no technical assistance on such matters since complete structural data for NL aircraft are not required by Part 9 and therefore are not available in the C.A.A.

No original NL airworthiness certificates may be issued after 8/31/48. The list of mandatory changes required prior to original certification may be obtained from CAA Aircraft Service, Washington 25, D.C. Attn: A-298.